



Legislation Text

File #: 24-0233, Version: 1

Contract Request Template (Contracts; IGAs; Leases)

Date Submitted: 2-24-2026

Requesting Agency: DEN
Division:

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Item Title & Description:

(Do not delete the following instructions)

*These appear on the Council meeting agenda. Initially, the requesting agency will enter a 2-3 sentence description. Upon bill filling, the City Attorney's Office should enter the title above the description (the title should be in **bold** font).*

*Both the title and description must be entered between the red "title" and "body" below. Do **not** at any time delete the red "title" or "body" markers from this template.*

A bill approving a proposed Intergovernmental Agreement (IGA) between the City and County of Denver and Colorado Department of Transportation, concerning the Peña Boulevard Capacity Improvement I70-E470 Preconstruction project as awarded through Transportation Improvement Program (TIP) at Denver International Airport.

Approves an Intergovernmental Agreement (IGA) with Colorado Department of Transportation for \$5,000,000 and an end date of 12-31-2027 for the Peña Boulevard Capacity Improvement I70 - E470 Preconstruction project as awarded through Transportation Improvement Program (TIP), in Council District 11 (PLANE-202371765). The last regularly scheduled Council meeting within the 30-day review period is on 4-1-2024. The Committee approved filing this item at its meeting on 2-28-2024.

Affected Council District(s) or citywide?

11

Contract Control Number:

PLANE-202371765

Vendor/Contractor Name (including any "DBA"):

Colorado Department of Transportation

Type and Scope of services to be performed:

The Project involves preconstruction environmental studies and shovel-ready design of Peña Boulevard between I70 to E-470. The improvements include managed lanes and adjacent multi-use trail facilities to connect cyclists to DEN/adjacent developments, existing regional trail systems, and RTD A-Line stations. The distinction between managed lanes and other traditional forms of highway lane management is the operating philosophy of “active management”. Under this philosophy, DEN proactively manages demand and available capacity by applying new strategies or modifying existing strategies.

The funding request considers preliminary/final engineering, Envision/sustainability, environmental studies for NEPA documentation/approval, and contingencies.

Additionally, the project provides a minimum of \$1.2 million toward implementation of DEN’s Transportation Demand Management (TDM) plan. The TDM plan is being developed through DEN’s Mobility Study (part of the Peña Master Plan); the suite of recommendations and strategies will reduce vehicular reliance and expand transportation options. The TDM funding includes the implementation of programs or pilot projects such as incentive programs to promote more sustainable modes of transportation, innovative parking solutions to encourage carpools and vanpools, and improved infrastructure such as bike lockers at transit stations. DEN will use any excess revenue to programs that promote RTD A-Line ridership and services.

DEN is faced with the challenge of increased congestion on Peña Boulevard and a limited ability to expand the highway capacity due to construction costs, and environmental and societal impacts. DEN collaborated with DRCOG to change the Peña Boulevard improvements in the 2050 Metro Vision Plan from general capacity to the proposed managed lanes improvement. As such, DEN is taking advantage of the opportunity to address mobility needs and provide travel options through a combination of limited capacity expansion coupled with operational strategies that seek to manage travel demand and improve transit and other forms of ridesharing. The managed lane concept is an approach that combines these elements to make the most effective and efficient use of the Peña Boulevard facility. Under the ongoing Master Plan Study, DEN is studying lane management strategies that include - pricing, vehicle eligibility, and access control.

Funding Sources: \$18.5M is the total cost for project; \$5M is TIP grant (CDOT's IGA) + \$13.5M is DEN's match, for a total of \$18.5M.

Within the CDOT OLA, the \$6.25M referenced is how CDOT includes the local minimum match (a minimum of 25%, so 20% of \$5M = \$1.25M); however, DEN is exceeding this match with our \$13.5M match.

Location (if applicable):

WBE/MBE/DBE goals that were applied, if applicable (construction, design, Airport concession contracts):

N/A

Are WBE/MBE/DBE goals met (if applicable)?

Is the contract new/a renewal/extension or amendment?

new

Was this contractor selected by competitive process or sole source?

N/A

For New contracts

Term of initial contract:

FY 2027

Options for Renewal:

How many renewals (i.e. up to 2 renewals)?

Term of any renewals (i.e. 1 year each):

Cost of initial contract term:

\$5,000,000

Cost of any renewals:

Total contract value council is approving if all renewals exercised:

For Amendments/Renewals Extensions:

Is this a change to cost/pricing; length of term; terms unrelated to time or price (List all that apply)?

If length changing

What was the length of the term of the original contract?

What is the length of the extension/renewal?

What is the revised total term of the contract?

If cost changing

What was the original value of the entire contract prior to this proposed change?

What is the value of the proposed change?

What is the new/revised total value including change?

If terms changing

Describe the change and the reason for it (i.e. compliance with state law, different way of doing business etc.)